

PROJECT STATUS REPORT

INSTRUCTIONS

- ITEM 8 Entries will be taken from codes listed on the reverse side of this form page 3.
 ITEM 20 Enter concise project progress information sufficiently complete so that reference to other reports will not be necessary. Changes in program scheduling should be fully explained. If additional space is required, a separate 8 x 10 1/2 sheet will be used. Identify particular report and mark proper security classifications.

1. PROGRAM STRUCTURE 921A	2. PROJECT NR OR SYSTEM TEST OBJ NR 	3. TASK, ESP OR TEST NUMBER 62B01
4. AFMTC PROJECT DIRECTIVE NR 62-17	5. AFMTC PRIORITY 01	6. REPORTING PERIOD August 1964

7. TITLE AND OBJECTIVE
 EXPERIMENTAL PERSONNEL PARACHUTE (MULTI-STAGE)

To determine the opening reliability of a multi-stage parachute assembly to be used by parachutists from high altitudes.

8. SCHEDULE	CURRENT FY 65												FY 66												FY 67 QTRS				FY 68 QTRS							
	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	1st	2nd	3rd	4th	1st	2nd	3rd	4th				
PREVIOUS SCHEDULE		C																																		
NEW SCHEDULE																																				
CHG CODE J		3	U	N	K	N	O	W	N																											
9. FIRST FLIGHT/TEST	10. LATEST FLIGHT/TEST												11. FINAL FLIGHT/TEST												12. TOTAL FLIGHT HRS REQ				13. ACFT SERIAL NR							
14. % PLANNING COMPLETED 10/94	15. % INSTRUMENTATION COMPLETED 5/94												16. % TESTING COMPLETED 70/94												17. % DATA REDUCTION COMPLETED 10/94				18. % REPORT COMPLETED 5/0				19. % TOTAL COMPLETED 100/90			

20. REMARKS

LIC 9121 WSC 3

Tests completed: 256

Tests documented: 273

Aircraft hours flown to date:

Documented aircraft hours remaining:

Test	Photo
C-130 - 65.1	T-28 - 25.4
B-66 - 40.0	T-33 - 71.0
H-21 - 1.0	B-57 - 6.0
	F-104 - 1.5
	F-100 - 18.0
	H-21 - 20.0
	T-38 - 4.0

Test	Photo
C-130 - 16	T-33 - 5
B-66 - 0	T-28 - 3
	H-21 - 23

Three live jump tests were made from H-21 and C-130 aircraft. The test subjects wore seat survival kits and were instructed to jump and pull the timer-actuator arming knob. On the first test (1321) the 35-ft. D main parachute was immediately deployed. On the other two tests (1361 and 1362) the 78-in. D hemisflo stabilization parachute was immediately deployed. At approximately 15,500-ft. altitude the stabilization parachute was released and the main parachute deployed. At approximately 1500-ft. altitude the seat survival kit was deployed on all tests.

Test information follows:

21. DATE 31 August 1964	22. OFFICE SYMBOL AND TELEPHONE EXT FTNEM/266	23. SIGNATURE OF PROJECT OFFICER <i>for Robert J. McConville</i> MAJOR USAF Lt. David P. Schmarje
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AFMTC FORM 29
AUG 62

PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

Program Structure 921A, EXPERIMENTAL PERSONNEL PARACHUTE (MULTI-STAGE) (Cont'd)

Drop No.	Calibrated airspeed (kt)	Pressure altitude (ft)	Aircraft type	Gross weight (lb)	Time to stab. release (sec)	Time to full open (sec)	Impact time (sec)	Rate of descent stab. (ft/sec)	Corrected rate of descent main (ft/sec)	Jumper	Remarks
1321	60	6,000	H-21	276	-	7.8	419.9	-	N/A	MSgt Casto	1,2
1361	110	35,000	C-130	270	115.4	118.0	884.3	159.9	21.1	SSgt Powers	4
1362	110	35,000	C-130	276	105.8	108.4	832.0	158.9	19.0	MSgt Casto	3

Remarks:

1. Times from hand-held stopwatches. Phototheodolite data were not obtained.
2. This was a Salton Sea (water) jump with full pressure suit.
3. This was a jump with full pressure suit.
4. This jump was made without a pressure suit.

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921A				63B14																													
4. AFMTC PROJECT DIRECTIVE NR		5. AFSC PRIORITY		6. REPORTING PERIOD																													
63-83		01A		August 1964																													
7. TITLE AND OBJECTIVE																																	
D. E. S. TESTS																																	
(Purpose is classified)																																	
8. SCHEDULE		CURRENT FY <u>65</u>												FY <u>66</u>												FY <u>67</u> QTRS				FY <u>68</u> QTRS			
		J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	1st	2d	3d	4th	1st	2d	3d	4th
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10/90		10/75				70/75				5/75				5/75				100/77															
20. REMARKS																																	
LIC 9341																																	
Tests completed: 9														Tests documented: 12																			
Aircraft hours flown to date:														Documented aircraft hours remaining:																			
Test Photo F-106B - 8 T-38 - 4 F-104 - 22 F-106B - 5														Test Photo F-106B - 4 F-106B - 6 F-104D - 7 T-38 - 8 T-33 - 9																			
Two in-flight ejection tests were made from the aft cockpit of a NF-106B aircraft. Test conditions and information are classified.																																	
21. DATE								22. OFFICE SYMBOL AND TELEPHONE EXT								23. SIGNATURE OF PROJECT OFFICER																	
31 August								FTNEM/266								<i>David P. Schmarje</i> Lt. David P. Schmarje																	

AFMTC

FORM
AUG 62

29

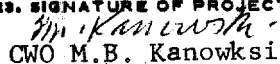
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<p>LIC 9345 WSC 23</p> <p>Test completed: 24 Tests documented: 60</p> <p>Aircraft hours flown to date: Documented aircraft hours remaining:</p> <p>Test C-130 - 5.8 Test C-130 - 24.2</p> <p>One test was made from the ramp of a C-130 aircraft at 110 KIAS, 12,500-ft. pressure altitude. The camera parachutist used a helmet with the camera mounted on the side. A parachutist exited the aircraft first, followed by the camera-parachutist. The parachutist held a stable prone position as the camera-parachutist maneuvered toward him. Motion pictures were taken at 32 frames per second. The coverage obtained was considered good. The camera-parachutist had the parachutist in view throughout the free-fall.</p>																																																																																																																																																																																																	
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